

Taxation Favored for Bonus Funds

Parley for Bonus Funds

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was not one of the pioneers in demanding a bonus for service men, and that two of these years ago its national officers were "agitating" as a matter of form, simply to satisfy those of its members who actually wanted a bonus, and to prevent other veterans' organizations from making inroads on the Legion's membership.

At that time organizations like the Soldiers' and Sailors' League and others which have since passed out of existence or been gradually crowded into the background were leading the fight for a bonus, and basing their appeal for members on this fact. It was this policy on their part that compelled the Legion for self-preservation to get into the bonus fight. This was accomplished privately by officers of the Legion.

At first the Legion adopted the slogan of Colonel Theodore Roosevelt, now Assistant Secretary of the Navy: "Don't put the dollar sign on the flag."

At a subsequent national convention its members declared service men should not be paid financially for serving their country.

Leave It to Government

When the bonus came up in the last national convention, in Kansas City, the Legionaires, after a lively debate, adopted a resolution "leaving it to the government to provide for the bonus." Harding had asked the Senate to "biggame" the McCumber bill.

Many of the Legion leaders, being in the center in the Republican Party, did not desire to embarrass the Administration by passing a resolution demanding a bonus in the face of the statements made in opposition to it by President Harding and Secretary Mellon, and were able to hold the more radical of their associates in check when the question came to a vote.

Should the bonus be paid, the Legion has come to the front in lobbying for a bonus, and, as the largest veterans' organization in existence, exercises an important influence on members of Congress, individually and collectively, in the interest of the "Adjusted Compensation" Bill now pending.

So thorough and accurate is its check on individual members that its National Legislative Committee is able to say at a glance whether any particular member is likely to vote for or against bonus legislation, whether he is a "bonuser" or a "no-bonuser," and how he voted before—if he voted—when the Bonus Bill passed the House in 1920.

Campaign Conducted Openly

No secret is made of this tabulation. It is the national members, by means of suffragette and prohibitionists during their respective campaigns. It is the modern system of "keeping tabs on Congress" by organizations interested in special legislative programs.

The national officers of the Legion do not work under cover. They are out in the open with their demand for a bonus, welcome publicity at all times and in all places, and are constantly appealing to their own members and other veterans whom they can reach indirectly through the press.

Through the American Legion weeklies, the national members, published here, and innumerable State and local veterans' papers the Legion and other veterans' organizations keep in close touch with the public, men constantly stimulate interest on the bonus by published editorials and statements.

Statements issued from national headquarters here and elsewhere also keep the public advised of the Legion's position under a microscope, and country press and legislators alike with the activity and influence of the national organization.

Every member of the National Legislative Committee of the Legion, which is leading the fight for a bonus at the present time, declared today the Legion would not admit the "no-bonus" clause in any legislation which would fall in Congress.

Refuse to Admit Defeat

"In France," he said, "the American army did not know the meaning of retreat. That word was struck from its lexicon." The same spirit animates the Legion in its fight for the bonus. "We won't stop until we reach our objective. I won't assume for a moment that the Bonus Bill will fail. We are going to put it over. That's all there is to it."

This statement came in response to a question as to what the Legion would do if the legislation were to be defeated in Congress.

When the Bonus Bill came up in the House May 29, 1920, it was passed by a vote of 289 to 92.

"I think we could show a slight increase if we were to be taken now," Harger declared.

Legion officers are equally confident of the Senate, where only eleven members are counted among the "irreconcilables" who stand to vote against the Bonus Bill.

When President Harding addressed the Senate last summer, requesting that the Bonus Bill be sent back to the House, the Legion and other veterans' organizations accepted the situation and temporarily halted their agitation for the legislation. Recently they have taken heart at statements by Harding and Secretary Mellon, and other congressional leaders that the Bonus Bill will be passed this session.

It is significant that in presenting their views as to the form the legislation should take.

Passing the Buck

By common understanding, all the veterans' organizations have declined to suggest how the money should be raised. They have joined cheerfully in the pastime of "passing the buck" on this question.

"It is up to Congress," they say on this point.

The Legion has sought to "pass the buck" to the President. The latter has refused to accept it and referred the problem back to legislative leaders.

It is significant that in proposing sales tax to pay the bonus would be a dangerous political experiment and that to link up the bonus with the refunding of the foreign debt would be a dangerous economic experiment and might prove equally disastrous politically.

Unable to find a way out of this dilemma and with insistent veterans' organizations on one side and grumbling members of the other Congress in the agony. Members say it is a case of "damned if we do and damned if we don't."

In his situation it is likely to pass the Bonus Bill when it comes up again.

KILLS WIFE AND SELF

Man Just Out of Jail Also Fires House and Barn

Pottsville, Pa., Feb. 8.—After a quarrel with his wife, Vincent Jerki, of Clark's Valley, last night rushed from his home, set fire to the barn on their farm, came back, shot and killed her, then set fire to his home and a few minutes later shot and killed himself out on the road.

Jerki was thirty-seven years of age and his wife seventeen. They had been married less than a year. He was released last Thursday from the Dauphin County Prison at the instance of his wife, after having served a month for running an automobile while intoxicated.

INTERIOR SCENE ON DESTROYED LINER



This view of a portion of the main saloon of the liner Northern Pacific gives an idea of the palatial furnishings of the ocean greyhound which was destroyed by fire today off Cape May. The stairway led to the main dining room on the deck below.

Northern Pacific Afire at Cape May

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side of the Northern Pacific and the rescue ship.

Besides the Wylie and the Transportation, the steamer Lake Fabian stood by, with the United States coast guard cutter Kiekapou. The cutter put out from Cape May, the teeth of the gale early this morning. The Kiekapou carried all the doctors who had been hurriedly gathered at Cape May, both navy men and civilians.

The coast guard stations along the New Jersey coast were notified to hold themselves in readiness to give whatever additional aid might be needed.

The wireless calls for help sent out by the ship were first answered by the Wylie and the Transportation, which reported at 3 o'clock that they had picked up boats containing members of the Northern Pacific's crew.

Transportation at that hour said she "had all but nine men, who possibly were adrift."

A few minutes later the Wylie sent a radio message that she had picked up a boat containing five men.

The second mate of the Northern Pacific, when picked up by the Wylie, asked that the Transportation be asked if all men employed in the steward's department of the burning ship were safe, adding "They were virtually trapped by the fire."

The vessel, which was virtually trapped by the fire, was picked up at 3 o'clock this morning at the radio station at Cape May heard the first faint call for help.

S. O. S. Flashed Through Air

The storm was raging outside the wireless room with a fury of wind and noise. The "bracketed" wireless call of the early evening had ceased for the night, and as the operator sat with his headpiece strapped to his ears he heard but faint and casual messages crackling over the sea.

Then suddenly, though faintly, came the call from the Northern Pacific.

"Northern Pacific afire and wireless off the coast of New Jersey," was the message. "Send help."

The wireless room and the navy station jumped into sudden activity. The Coast Guard at Cold Point Station was roused by telephone, turning out with trained speed, ready to face death in the storm to rescue the men at sea.

A little past 3 o'clock the crew of the Arapahoe were hustled from their bunks, banked fires roared with greasy water and forced draft, and the two vessels made ready to put out through the blackness of night and the gale.

Rescue Work Started

Cold Point and the Cape May Naval Station functioned swiftly and smoothly. The navy doctors on duty at the station hurried aboard the coast guard cutter, and as fast as they could the civilian doctors of the coast resort joined the rescue party. It was less than a half hour after the call was received that the Kiekapou was on the scene, cutting through the driving snow, and stood out to sea. The Arapahoe was ordered at the last moment to return to the Cape May harbor, where it had been under way.

It was one of the wildest nights of the winter, with shifting wind, blowing in gusty flurries and a cross sea which battered the Kiekapou and made it almost impossible to keep a straight course.

Before the Northern Pacific's wireless died out the heroic operator had given a fairly accurate description of the burning ship's position. As the Kiekapou steamed toward the spot in the ocean where the Northern Pacific lay, the lookouts soon picked up the glare in the low lying clouds. It told under that any further delay would mean the ship and its crew were facing destruction by fire.

Ship a Fiery Furnace

It was not until the Kiekapou had battled with wind and high waves for more than an hour that the men on the bridge were able to discern the bulk of the ship on the horizon.

It stood out like a great blazing bank of fire, rimmed with clouds and the black of the sea.

As the next boat came close the crew could see, in the reflected light, the darker outlines of the ships which were standing by. What could be done to save the crew of the Northern Pacific already had been done. In spite of the heavy seas, the whalibouts of the steamships, with volunteer crews, had made many perilous trips to the burning vessel and taken off all who could be found. The sea had been scoured for the last boats, several of which had been launched from the burning ship.

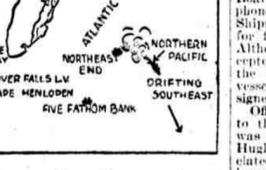
The navy craft steamed as close as it dared. In the heavy sea nearer approach would have resulted inevitably in a fatal collision. The heat from the vessel was too great by that time for ship or small boat to come close. If any were still aboard it seemed inevitable that they had perished. The Kiekapou was reported to Cape May that he is helpless to render further aid in the heavy sea.

Has Had Many Mishaps

Disaster followed the life of the Northern Pacific.

On January 1, 1919, she went ashore off Fire Island, when she was in the lights along the southern shore of Long Island when her pilot. At this time she had aboard 3000 American soldiers being brought back to America from the battlefields of France. The

Where Liner Burned



The map shows the approximate location of the liner Northern Pacific at the time it was burned.

soldiers were removed and the vessel was at last floated on January 18.

She was then to have been renamed the Arapahoe, but she came to grief at San Juan, Porto Rico, where she went ashore at the harbor entrance, closing the port for some time.

The contract for reconditioning the Northern Pacific had been awarded the Sun Shipbuilding Corporation.

The steaming ship was constructed on the H. F. Alexander and placed in service by the Admiral Line between Seattle, San Francisco and points on the Southern California Coast. It was intended to be a fast liner, and was to ply the Pacific Coast on May 27, carrying 3000 passengers and 1000 crew.

The Northern Pacific and her sister ship, the Great Northern, were built at Cramps' shipyard. The former was launched October 16, 1914, with Mrs. George F. Baker, Jr., wife of the president of the First National Bank, New York, as sponsor.

The vessel is divided into numerous express staterooms ever built in the United States.

The construction was of the finest order. After their trial trips the vessels were taken to the Pacific Coast and put into regular service between Flavel, Ore., and San Francisco, Calif.

The length of the vessel is 220 feet, her speed of twenty-four knots an hour. In their construction special attention was paid to safety appliances.

The vessels are divided into numerous watertight compartments so arranged that the three forward compartments may be bilged and filled with water without altering the trim of the vessel to such an extent as to bring her below the safety line. It is said that any two compartments of the ships may be bilged without danger.

The ship has a capacity for 475 first-class, 106 second-class and 200 third-class passengers. Each is provided with five cargo ports.

The length of the vessel is 220 feet, her speed is 500 feet, and 524 feet over all, with a total height of 60 feet. The hulls are of steel, with bottoms constructed of copper plate, and sheathed with anti-rust paint.

Wireless plants and submarine signals are on board. The life-saving equipment consists of 75 per cent life-saving boats and 25 per cent life rafts of the latest type.

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MAJOR HELD FOR SWINDLES ON BARGAIN-SEEKING FOLK

as Victims Testify

Russell Marsh, the swindling army major who exploited the popular passion for bargain-seeking until he was held this morning in \$2500 bail to await trial for obtaining money under false pretenses.

It was related at his hearing by various witnesses how the prisoner, representing himself as "Major Marsh, of the Arsenal," visited house-to-house in various parts of the city and offered to buy from them from the Government stores where prices were from 50 to 100 per cent lower than elsewhere.

Mrs. Rose Cavanaugh, 2300 Broadway street, testified that she gave "Major" \$10 to buy groceries. But she said she never saw him again.

Miss Elnora Silver, 2800 Race street, said she gave him \$25 in September, 1920, to buy sugar for her at eleven cents a pound. Owen Finnan, 104 South Tenth street, said he had an undertaker, told how he had commissioned the major to buy him 800 worth of automobile tires at one-third retail prices, and Mrs. Margaret Sher, 1014 South Tenth street, and Mrs. Emma Dwyer, 1511 Snyder avenue, had given him \$11 to buy groceries for them. All of these things Marsh admitted he had done.

Marsh attended the hearing in uniform. He smiled pleasantly at the witnesses as they testified.

FIND BODY IN HOTEL RUINS

Seventeen Others May Be Buried in Debris at Richmond, Va.

Richmond, Va., Feb. 8.—(By A. P.)—Police officers today searched the ruins of the Lexington Hotel, destroyed yesterday by fire with the known loss of four lives and injuries to twenty-two others, and expressed the belief that the bodies of seven persons who may yet be buried under the debris. Laborers worked throughout the night removing the wreckage, but the bodies of the seven of the forward part of the building.

Workmen shortly before noon found a body buried beyond identification. The police reported that reckoning of the list of the hotel's guests on Monday night and comparison with the dead, others are being recovered. It was said that seventeen persons still were missing.

GIRL ATTEMPTS SUICIDE

Says She Was Driven to Act by Harshness of Father

Alleged harshness of her father caused the attempted suicide of Bolla Dwyer, twenty-three, of 321 Wharton street.

The girl came to this country from Romania a year ago to live with her father, a resident here twenty-one years, and her stepmother.

Last night the father rushed into Mr. Stani Hospital declaring that his daughter had killed herself. Hospital officials found the girl overcome by drugs from a gas jet which she had used to kill her father.

She said the climax came last night when her father insisted that she do something she did not feel was right, and on her refusal ordered that she leave the house. Bolla, realizing she had no place to go, tried to kill herself.

TWO MISSING AFTER FIRE

Believed Dead in Flames That Destroyed Three Buildings

Baltimore, Feb. 8.—(By A. P.)—Two men are believed to have been killed in an explosion of undetermined cause which wrecked three buildings in South Broadway today. Five started in one of the structures used as a lunch room and lodging house. Firemen extinguished the flames, but were unable to explore the wreckage because of the dangerous condition of adjoining walls.

The missing men were employed in the lunchroom. All others escaped unhurt.

SEEKS RAIL LAWS

Midyear Conference of National Chamber Opens in Washington

WANT FEDERAL R. R. HEAD

By the Associated Press

Washington, Feb. 8.—The railroad situation was the chief topic for discussion on the program for the midyear conference of the National Council of the Chamber of Commerce in the United States, which began here today.

Addresses are scheduled by Secretary of Commerce Hoover, Chairman Cummings, of the Senate Committee on Interstate Commerce, T. C. Powell, vice president of the Erie Railroad, and Walter S. Dickey, of Kansas City, a shipper.

A report of the national chamber's Railroad Committee recommending legislation to establish a Federal agency in charge of a commissioner general of transportation to represent the public interest in controversies brought before other Government bodies dealing with interstate commerce and transportation problems, was expected to be the center of the railroad discussions during the two days' meeting.

The report of the Railroad Committee, to be submitted by George A. Post, of New York, its chairman, will be acted upon by the council with a view to recommending to the chamber's board of directors whether to submit its proposals to a referendum of the membership.

The proposed commissioner general of transportation would be appointed by the President of the United States and would hold office at his will.

He "should not be heard in person or by representative" at all hearings "before any board, commission, bureau or other governmental agency now existing or hereafter created with respect to transportation, rates, fares, regulations, terminal charges, wages, working conditions or other subject now pending or hereafter pending before any such board, commission, bureau or other governmental agency."

The recommendations also provide that the commissioner general be authorized to grant Federal charters to corporations proposing to engage in interstate transportation by land, water or air, and upon application therefor, to convert State charters to Federal charters, so that by such conversion the existing corporation shall not close or interrupt its business as a common carrier.

URGED BY HOOVER

Secretary of Commerce Has Plans to Prevent Crippling of Industry

PROTECTION FOR VETERANS

New York, Feb. 8.—The Tribune today prints the following from a Washington correspondent:

Secretary of Commerce Hoover discovered that Herbert C. Hoover, secretary of Commerce, has suggested a bonus plan, designed to prevent the serious effects of a prosperity which is believed would follow in the wake of any cash bonus plan.

Mr. Hoover's plan, which has been disclosed to leaders on Capitol Hill by Assistant Secretary of the Ways and Means Committee, to whom the plan was sent by President Harding, provides no cash feature at all, but a series of the veterans through a sort of blanket insurance against unemployment, sickness and accident and protects their dependents in the event of the soldier's death.

Mr. Hoover included with his plan reports which had been made on it by actuaries of several insurance companies, on whom he had called for a series of \$600 a month were to be estimated, what might be termed the base pay of \$30 a month was taken, but Mr. Hoover pointed out in submitting the plan to the President that this would be a fairly simple calculation to find out just what the plan would cost estimated on any basis. That is, the veterans would be covered by a sum of \$600 a month, which would be multiplied by two, and so on.

Capital Cost \$3,000,000,000

The insurance actuaries figured that what they called the capital cost of the entire plan would be \$3,000,000,000. More interestingly, the actuaries in their estimates estimate that the appropriation which would be necessary for the first year. This is just about \$100,000,000. This appropriation would have to be increased steadily from year to year, as the age of the veterans increased.

Defenders of the plan in the House and Senate are of the opinion that once care of veterans who are unemployed, sick, suffering from accident and yet not impose a tremendous burden on the Treasury. There is a good reason for this, however, under the present business conditions of the Government. While this is worrying the Republicans more than the Democrats, since the voters are apt to blame the party in power for bad times, it is worrying some of the Democrats, too, as the voters are apt also to blame their own Congressmen if things are not going to suit them.

FATHER HALTS MARRIAGE BY SENDING GIRL TO JAIL

Now Her Lover Must Get Her Bail or Forsake the Ceremony

The romance of Samuel Solomon and Miss Wanda Davane, Syrians, was interrupted this morning when the father of the bride-to-be brought charges that took her to jail. Unless the prospective bridegroom is able to get her out of jail, the ceremony scheduled for tomorrow in Gloucester, will be postponed.

The girl, who is seventeen, had been living with her father, at 1013 Ellsworth street, in Gloucester, and her father, who is thirty-six, and lives at 1016 Ellsworth street. The father, Michael Davane, had a warrant returned charging her with being a runaway, incommunicable and the theft of \$500 from her mother.

He learned his daughter was living in a Gloucester Hotel with a sister of her mother. He immediately obtained a marriage license was obtained yesterday.

At the hearing in Gloucester today the father offered to allow the girl to return home, but on condition that she should be allowed to go to jail. Solomon said the father had beaten the girl because she wanted to get married and feared his offer was merely a ruse to get her back to the city to have her arrested.

CREW OF THISTLEMORE SAVED BY BREECHE BUOY

Men Rescued From Freighter Aground on Cape Cod Coast

Highland Light, Mass., Feb. 8.—(By A. P.)—The breeches buoy was used today to rescue the crew of the British freighter "Thistlemore," which is piled high on the Cape Cod coast, a total wreck. Const guards, of the station, of Captain Fortune, rigged up the apparatus to take off the crew of fifty as the seas were running high.

While the steady tug, the Essex Line vessel, settled into her sandy bed, the men remained on board. Later the ship was found to be leaking and the wind increased to a velocity of forty miles an hour. It was then decided to attempt to get the crew off the ship. The first man was hauled from the ship to shore in the breeches buoy without missing, and the work of rescue went on. The weather was clear.

The Thistlemore left Boston yesterday for New York to bring unloading a cargo of freight from Liverpool. She registers 4146 tons.

INTERIOR BUDGET SLASHED

Total \$3,764,920 Below Estimates. \$19,573,037 Under 1921

Washington, Feb. 8.—(By A. P.)—The Interior Department appropriation bill carrying \$205,622,112 was reported today by the House Appropriations Committee.

The total is \$19,573,037, less than the amount appropriated for the current fiscal year, and \$3,764,920 less than the amount requested in the budget estimates.

The bill carries \$223,987,720 for the pension office, of which \$252,000,000 would be for the payment of army and navy pensions during the coming fiscal year; \$14,211,000 for the reclamation service; \$9,862,352 for the Bureau of Indian Affairs; \$2,774,700 for the General Land Office; \$1,865,400 for the Patent Office; \$1,280,000 for the Bureau of Mines; \$1,344,520 for the National Park Service; \$1,325,940 for the Geological Survey; and \$621,960 for the Bureau of Education.

THIRD TWINS; DAD JOBLESS

Lock Haven Father Has Been Out of Work for Month

Lock Haven, Pa., Feb. 8.—Twin girls were born to Mr. and Mrs. Harry Watkins, living near Switzville, Adams county, Monday, making three pairs of twins for those parents. On February 14 last, twin boys were born to the couple. The first pair of twins, also boys, are fifteen years old. Mr. and Mrs. Watkins are now parents of eleven children.

Mr. Watkins has been out of work for a month.

Bids Asked on Hog Island Steel

The Shipping Board today advertised for bids on 105,000 tons of fabricated steel for the Hog Island shipbuilding plant. Bids will be opened February 15.

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